CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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SUBJECT Chorzow Steel Structure Manufacturing Plant

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THIS IS UNEVALUATED INFORMATION

[redacted]

1. The Chorzowska Wytwornia Konstrukcji Stalowych, Chorzow (Koenigshuette Plant for Steel Structures in Koenigshuette) was located at 7 Ulica Siemianowicka in Chorzow (Koenigshuette) (Q 51/Y 57) in the angle between the highways leading to Bytom and to Siemianowice (Q 51/Y 57). The plant had spur tracks to the Chorzow and Huta Kosciuszko railroad stations, and a plant-owned narrow gauge rail system with rolling stock. There were also 5 to 6 trucks.

2. The Chorzow Plant for Steel Structure was formerly the German Koenigshuette Railroad Car Plant. It was not damaged during World War II. In 1947, the plant resumed operation as a Polish state enterprise. Work was done in three shifts. Two or three additional workshops for the construction of bridges were built from 1947 to September 1950.

3. The plant covered an area of about 450 x 300 meters. The plant consisted mainly of a department for the construction of mine locomotives and railroad cars, a department for the construction and assembly of bridges, a forge, and an electric workshop. The machine equipment of the plant included old and new German-made machines as well as modern Soviet machinery. There was no plant-owned power station. Power was supplied from the municipal power plant in Old Chorzow. The power supply was always adequate.

4. The plant produced only new items. No repair work was done. The production program included small locomotives for mines; all kinds of freight cars, except tank cars; special railroad cars for the shipment of sand and ore; closed well cars (geschlossene Tieflader) for the U.S.S.R.; 60-ton freight cars with reinforced frames; tenders; streetcars and rail-motor cars; steel structures for bridges, and towers for radio transmitting stations. During the period of observation, 250 railroad cars were produced in six months, 40 streetcars with trailers in three months and 30 mine locomotives in eight months. The production was regular and was never interrupted. Once, the U.S.S.R. placed special orders with the plant for the delivery of 250 standard-gauge boxcars with four-axles, 60 tons carrying capacity and with a reinforced frame, and of 150 standard-gauge well cars, of 60 tons carrying capacity, with four axles, and superstructure. The first order ran from 1949 to 1950, and the second order from 1948 to 1950. The railroad cars for the U.S.S.R. had roofs made of wood with a metal covering painted grey. The roofs of the other freight cars were of wood, covered with roofing felt only. Bridges were also continuously produced. In 1948 and 1949, components were produced for a steel frame

bridge which was scheduled to be used to cross the Vistula River between Warsaw and Praga. The various components were welded, assembled, and again disassembled in the bridge assembly shop and then shipped by rail. Immediately afterwards, the construction of an additional steel frame bridge was started which was scheduled to be delivered to Rumania. In 1948 and 1949, various transmitting towers were produced including three towers, each 180 meters high, for Lodz, and one tower, 375 meters high, for Warsaw. These towers were built to a height of 45 meters and then were dispatched by rail.1

5. Shipments of steel parts and sheet metal came from the nearby Huta Kosciuszko. Shipments arriving from an unidentified direction included buffers, railroad car wheel blanks, lumber, coal, tar dyes and other material. There were always adequate supplies of materials but statistics concerning the amounts of incoming shipments were not known. All outgoing shipments left by rail. The railroad cars were put on the tracks by cranes; bridge components were also loaded and shipped by rail.

6. The manager of the plant was a Polish national. All key positions were held by Polish nationals. The plant had about 2,000 workers, most of whom were Germans. Many workers were women. Most departments worked in two 8-hour shifts, although three shifts were worked in some departments. Special attention was given to professional training. The skilled workers were trained in the plant-owned technical school and had to pass an examination at the end of the course.

25X1

7. The plant was surrounded by a wire fence, about 2 meters high. It was guarded by special plant police wearing blue uniforms and armed with rifles. Guards with dogs regularly patrolled the plant during the night. All plant employees had an identification card which had to be produced when they entered the plant. Employees who were dismissed had to turn in their identification card.

8. The plant was continuously inspected by Polish and Soviet officials and military personnel. Russians were present only when the plant had to fulfill an order for the U.S.S.R. A commission from Rumania visited the plant in 1950 when a large bridge was being built for Rumania. Although all these commissions visited the entire plant they spent most of their time in the departments where their orders were being produced.

25X1 1. Comment. The standard gauge wheel sets were presumably replaced by Soviet-gauge wheel sets at the border station if the cars were actually destined for the U.S.S.R. The nomenclature plates to indicate technical data, such as carrying capacity, dead weight etc., were put on the cars but the data was not filled in. The indication "60 ton car" is, therefore, inaccurate. 60 tons 25X1 because these cars had four axles like the 60 ton Pullman cars. Further details were not known.

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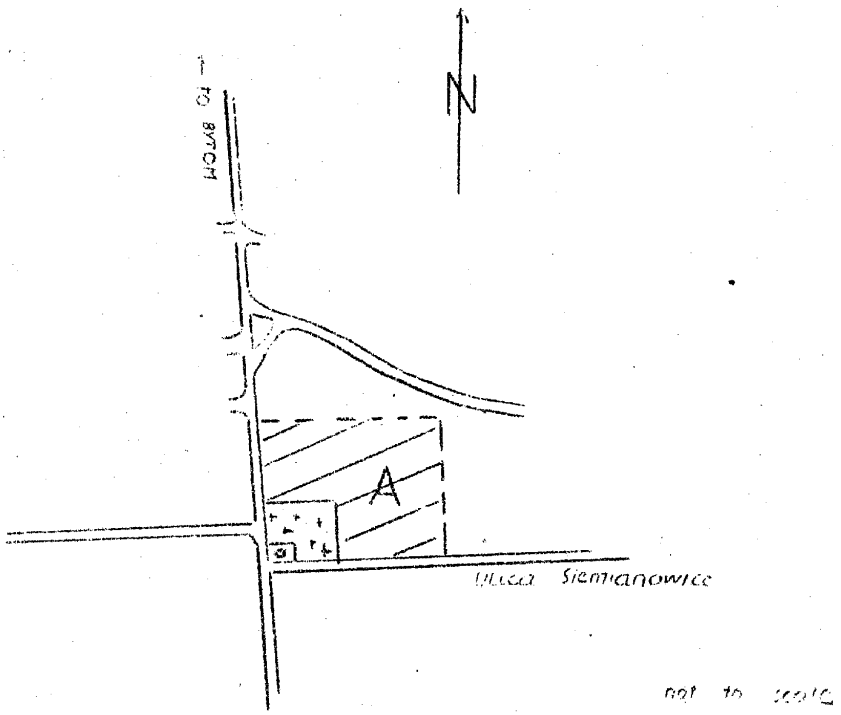
Annex I

25X1

Attachment A

Location Sketch of the Chorzow Plant for Steel Structures



A - Chorzow Plant for Steel Structures

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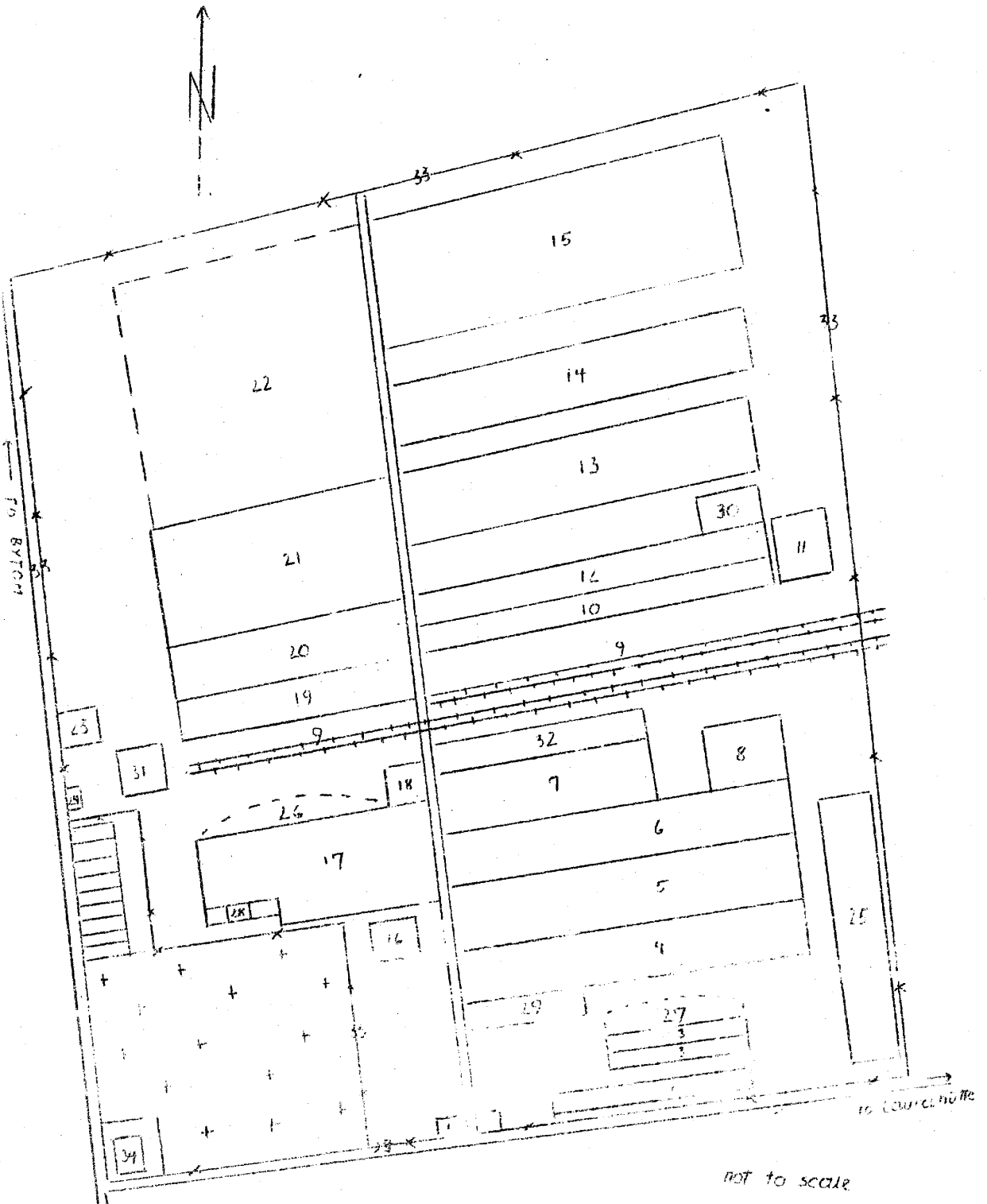
Annex 2

25X1

Attachment B

Layout Sketch of the Chorzow Plant for Steel Structures

Legend: see next page



[redacted] 25X1

Attachment B

Legend:

1. Plant entrance with gatekeeper's house.
2. Low wooden building, housing administrative offices (health insurance office).
3. Small warehouse for screws and small hardware.
4. Workshop producing steel structures for the construction of railroad cars and mine locomotives, equipped with lathes, combined drilling and milling machines and pulleys.
5. Railroad Car Construction Shop No2 for the construction of freight cars, equipped with lathes, combined drilling and milling machines, and pulleys.
6. Railroad Car Construction Shop No 3 equipped with lathes, combined drilling and milling machines, pulleys and two large cranes.
7. Workshop for the construction of streetcars and streetcar trailers, equipped with lathes, combined drilling and milling machines, pulleys and two large cranes.
8. Three story stone building, housing a sawmill and carpentry shop equipped with a saw frame, saws, planing and straightening machines.
9. Standard-gauge tracks to Huta Kosciuszko and the Chorzow railroad station.
10. Electric workshop equipped with machines.
11. Workshop for tracing patterns (Anreisserei), equipped with tracing plates (sic) and cranes.
12. Workshop for the construction of small bridges, equipped with 2 traveling cranes, and 14 electric welding installations. [redacted] 25X1
13. Workshop for large bridge components equipped with two large travelling 20-ton cranes running through the entire shop, and a welding installation with 22 welding stands of which 9 were electrically operated.
14. Workshop for the assembly of bridges, equipped with various machine tools and two cranes.
15. Workshop for the assembly of bridges, equipped with various machine tools and two cranes.
16. Technical school, a stone building.
17. Spring factory with smokestack, equipped with spring hammers and annealing furnaces.
18. Four-story stone building, housing the main administration.
19. Machine shop, equipped with turning-and-boring mills and lathes.
20. Workshop for the construction of tenders, equipped with machine tools and welding installations.
21. Lathe shop for precision work.
22. Unidentified workshop.
23. Paymaster's office.
24. Plant entrance, Bytom Street.
25. Main warehouse for the storage of all material supplies.

25X1

26. Storage site for railroad car wheel blanks.

27. Storage dump for iron.

28. Boilerhouse, equipped with three boilers.

29. Forge, equipped with drop hammers and machine hammers.

30. Cutting shop, equipped with shears, including a large modern one being installed in 1949 and/or 1950.

31. Newly built garage for about 6 trucks.

32. Painting and varnishing shop.

33. Wire fence, about 2 meters high.

34. Station of the Citizens' Militia (MO) (Milicja Obywatelska). It was located at the southwestern corner of the cemetery outside the plant area.